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1. For purposes of commercial navigation, the Polish coastline has been divided into a Western Zone, which stretches from Swinoujscie (Swinemünde) and Szczecin (Stettin) to Kolobrzeg (Kolberg), and an Eastern Zone reaching from Kolobrzeg to Gdansk (Danzig). Both zones are under the jurisdiction of Adam Rapacki, Vice-Minister for Trade and Commercial Navigation in the Polish Government. However, Kwiatkowski, former Minister for Finance, is the actual administrator of the two zones.
2. The Western Zone is supervised by Captain Bartoszynski, member of the GUM (Główny Urząd Morski), who has also been acting as commercial port commander for Szczecin. As of 1 October 1947, he was to have received Doweradski, a Polish civilian formerly in the Gdynia port administration, as assistant in charge of Szczecin. Bartoszynski's deputy is Polish Army Captain Wilimowski.
3. In September 1947 Colonel Martinov was the Soviet Commandant for the city and port of Szczecin. His deputy for commercial navigation was a Russian civilian named Sidorov. The latter also acted as representative of Lenvenchtrans, a subsidiary of Ryaznii Export in Moscow, for all shipments out of Szczecin for Soviet accounts whether shipped in Russian or German boats.
4. Loading and unloading operations in Szczecin are carried out at five harbor quays:

<u>Arsenal</u> - five 2-ton cranes	}	All Polish operated
<u>Huk</u> - one 5-ton crane, three 2-ton cranes		
<u>Kra</u>		
<u>Odra</u>		
<u>Port Centralny</u> (Kashubaki) - Polish and Soviet operated. Three 5-ton cranes and two 2-ton cranes.		
5. The port of Szczecin was formally transferred to the Poles on 17 September 1947, but as of 4 October the Soviets still controlled a

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portion of the "Port Centralny". Partly for this reason and partly because of the uncooperative attitude of Sidorov, the Polish Government has been prevented from shipping to Norway and Sweden approximately 200,000 tons of cement now stored at the quay. There formerly were six 5-ton cranes in this harbor section, but three of them were dismantled about the middle of September 1947 and shipped to the USSR. Of the remainder, the Russians have exclusive use of one 5-ton and two 2-ton cranes, as well as priority for the use of the two Polish operated 2-ton cranes.

6. Practically all shipments out of Szczecin consist of coal, coke and briquettes sent to Scandinavian ports for Polish accounts or to the USSR and the Russian Zone of Germany for Soviet accounts. August 1947 was the record month for coal loadings at Szczecin since the war's end; 110,000 tons were shipped for Polish accounts alone.
7. All coal arriving in Szczecin from the interior by inland waterways is shipped by PZMO (Polska Zegluga Na Odrze), a private shipping company under state trusteeship with headquarters at Wroclaw (Breslau). Key positions are held by state appointees paid according to government wage scales. The company owns the Odra River barges and all cranes at Szczecin, and is in charge of all dock labor. Chief of the company's Szczecin office is Kobylinski, who is assisted by Captain Puzyna as personnel officer.
8. Rail shipments of coal and other goods to Szczecin are handled on a commission basis by the firms of Hartwig and Poltrans, two private buying organizations under government trusteeship. Foreign coal buyers' interests, especially the Swedish State Fuel Commission's, are represented by the "Supervise" Company, agent for the Société Générale de Surveillance S.A., Geneva. "Supervise" is a private Polish firm with headquarters in Gdynia and directed by Lippexyc. The latter's deputy is Wladislaw Rutkowski; manager of the Szczecin branch is Leon Wroblewski. Officials of the company check all outgoing shipments except the Soviet ones for quality, quantity and condition of vessel.
9. All exports from Szczecin and other Polish ports must be approved by a Soviet office in Warsaw, which supervises the execution of the Soviet-Polish Trade Treaty and protects Russian interests.
10. The Russians use Gdynia and Gdansk for the bulk of their seaborne trade with Poland.
11. Units of the Soviet fleet visited Szczecin and Swinoujscie on 6 August 1947, later holding maneuvers in the Stettiner Haff off the southern shore of Usedom Island (N54/L10). Among the vessels was the "Leningrad", manned by approximately 1,000 students of the Naval Academies of Leningrad and Kronstadt.

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